



**Bicycle/Pedestrian
Advisory
Committee**

of the
Metropolitan Planning
Organization
for the
Miami Urbanized Area

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

S.P. CLARK CENTER
111 NW 1 ST.
18FLOOR - CONFERENCE ROOM 3
MIAMI, FLORIDA 33128

AGENDA

**MEETING OF WEDNESDAY, MAY 24, 2006
AT 5:30 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
 - MEETING OF APRIL 26, 2006
- III. PRESENTATIONS
 - A. WALK TO SCHOOL DAY – V. Villaamil, M-DPS
 - B. NORTH CORRIDOR METRORAIL – R. Carrasquel, MDT
 - C. N. CORRIDOR TRANSIT-ORIENTED DEVELOPMENT – L. Harris, MDT
 - D. M-DPW MAINTENANCE PROCEDURES – J. Cohen, M-DPW
- IV. DISCUSSION ITEMS
 - A. BIKE MAP – D. Henderson
 - B. BPAC WORKSHOP – T. Silver
 - C. BIKE SAFETY TOWN HALL MEETING/
BIKE MIAMI RECEPTION – D. Henderson
- V. INFORMATION ITEMS
 - A. BIKE TOWN – D. Henderson
 - B. LIVABLE COMMUNITIES WORKSHOP – D. Henderson
 - C. M-D PUBLIC WORKS PROJECT UPDATES – J. Cohen, MDPW
- VI. MEMBER COMMENTS

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BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, MAY 24, 2006

MEMBERS PRESENT

Brett Bibeau
Sheila Boyce
Louis Foster
Susan Kairalla
Claudia Schmid
Ted Silver
Eric Tullberg
Barry Burak

MEMBERS ABSENT

Janis Davis
Carol Preger
Amado Leon
Gabrielle Redfern

David Henderson, Staff
Jae Manzella, Staff
Jeff Cohen, MDPW
Kevin Kirwin, M-D Finance
Vivian Villaamil, M-DPS
Mark Heinicke, MDP&R
Lyn Harris, MDT
Dennis Lyzniak, Parsons

OTHERS PRESENT

Craig Richardson, Parsons
Mario Llamas, Earthtech
Raul Carrasquel, MDT
Tom Bennett, PB Placemaking

The meeting began at 5:45 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- DH: Requested to add the Biscayne-Everglades Greenway project to the agenda. <i>SK: Motion to approve the revised Agenda; seconded by ET; vote – unanimous.</i>
APPROVAL OF MINUTES	- ET: He is concerned with configurations that don't allow crosswalks to stay "perpendicular" to roadways, as opposed to "parallel" stated in the Minutes. <i>Motion approving revised Minutes of 3/22/6; seconded by CS; vote – unanimous.</i>
WALK TO SCHOOL DAY	- VV: This event is held every year; <i>this year: Oct. 4th</i> . The BPAC has been supportive in the past. The Ryder Trauma Center, Walk Safe, driver awareness and other pedestrian programs have helped bring down crash incidents. She hopes the BPAC will provide a Resolution of support for tomorrow's MPO meeting. Mr. Henderson has created effective alliances. Wristbands provided by the MPO are popular by the children. <i>ET: Motion supporting Miami-Dade's participation in International Walk To School Day; seconded by SK; vote – unanimous.</i> ET: Suggested that this program could expand to the middle schools, where there could be a particular emphasis on bicycling to school.
NORTH CORRIDOR METRORAIL	- RC: (Showing a visual presentation) The Parsons group did a study for MDT, which determined that a bike path could not be constructed along the entire new rail line, due to the alignment and constraints along NW 27 Av. CR: (Continuing the presentation) In some places, a multi-use, 12' trail can be developed. For instance: although there is no existing trail at the Snake Creek juncture, <i>a North Corridor (NC) Metrorail trail is proposed to tie into a future Snake Creek Trail extension. This NC trail would head south towards a new NW 183 St. station.</i> However, since the NC alignment switches to the other side of the road, the proposed trail stops prior to the station. <i>There is another proposed trail segment at the proposed NW 163 St. station, which connects portions of the nearby neighborhoods.</i> Because of more switch-backs and undesirable land-uses, the rest of the corridor is not being proposed to have trail segments. For instance, many driveways create a hazardous route; there is limited ROW for the rail line, some of which is in the middle of NW 27 Av., or, a separate trail from the sidewalk could not fit in; also, between NW 132 to 139 Sts., although properties are being purchased, potential developments may call for driveways; south of this, the alignment leaves NW 27 Av. into an industrial area, which is isolated and not visually pleasing; afterwards the alignment reaches MDC – North, which has no plans to

provide for continuation of a trail; in other places, canals impede travel. However, *a trail segment is proposed between NW 99 to 106 Sts. The trail system is proposed to be curving, away from the roadway as practical, and snaking through columns in places.* Existing surface parking lots, and land easement agreements are also limiting the proposed trail system.

SB: Inquired if there will be existing sidewalks to supplement proposed trail endings.

CR: Yes; *all segments connect to sidewalks.* No separate bridges are proposed at canals.

TS: Inquired as the parameters/instructions given to determine bikeway feasibility along the corridor, as well as the prospect of TRIP origins outside of the study area.

CR: The railway ROW was a limiting factor; any bikeway segment had to fit in. Also, crossing NW 27 Av. with a separate trail is unfeasible.

TS: Inquired if optional treatments were considered if a separate, 12' trail is unfeasible.

CR: Sidewalk enhancements were the only options.

TS: This has been problematic in the past; designers have a myopic view of what a bikeway is. This proposal has 4 or 5 detached segments, including no segment within the college campus. *There should be an attempt to encourage students to bike to school.*

CR: The scope was limited to NW 27 Av. ROW.

RC: One particular area is heavy industrial, which is dangerous for cyclists.

TS: Industrial workers travel to work by bike.

RC: Did not believe any do. Again, the alignment is a limiting factor.

ET: The purpose for these bikeways is primarily for transportation. The M-Path is an example; it serves a transportation purpose. Curving the path may be visually pleasing; but, it hinders direct travel. Additionally, an 8' path is preferred over a sidewalk.

TS: Inquired about crashes along NW 27 Av.

DH: Did not have statistics available.

DL: Reviewing the alignment (visual presentation) again. This is a 9.5 mile corridor, which starts at the existing M.L. King Station, using the center of NW 27 Av. for the columns. The team tried to limit eliminating residential properties by taking industrial where available. The rail line will only use one pier, as opposed to two for existing Metrorail. Parking easements within vacant parcels may be requested in the future, so those areas are being untreated. This is one of the key components of the project: to lessen impacts to the community. For instance, at the Walgreens, parking is allowed under the guideway. Within the campus, the rail line runs along the main road, which is heavily traveled. North of that, the Gragny Pkwy. is crossed; leading to a heavy-industrial area with a gas station, restaurant and the School Board's bus garage/maintenance facility. Further, a canal would impede bicycle travel, and an auto auction has its vehicles enclosed by a wall; the rail line gained a limited easement to travel thru it. Then, another crossing of NW 27 Av.; somehow, bicyclists would have to cross it also.

TS: Clarified that most bikeways cross intersections; it just requires signalization.

DL: Some buildings will create parking underneath the guideway. Other barriers are: State Road 9, a railroad and the Palmetto Expwy. A frontage road in the area will be taken up by the piers. The alignment then reaches the proposed Miami Gardens town center, an existing shopping center, then crossing NW 27 Av.; *in these areas, a bikeway is included. At the NW 215 St. terminus, a pedestrian bridge will be provided to connect the station and the parking area.* This whole corridor is very urbanized.

TB: The bikeway could continue, but it is out of the project limits.

TS: Where there is an existing sidewalk crossing a canal and signalization to cross a roadway, there should be an understanding that pedestrians/bicyclists can use this facility. However, this project should provide for that connectivity.

DL: *This is being done at the project ending*; so, Broward County can construct a bikeway to connect to it. *The same is true at Snake Creek.*

TS: Inquired if any portion of NW 27 Av. will be rebuilt, due to rail line construction.

DL: *Some streets and sidewalks will be rebuilt.* Medians may be affected by piers.

TB: Since ROW is affected, his study team is proposing using some areas in a different manner; including *making the avenue more bicycle/pedestrian friendly.*

TS: This is what he is hoping for, since demolition will take place.

DL: Stressed that (ROW, etc.) exceptions will have to be approved by the FDOT.

TS: It is a policy to accommodate bicycle/pedestrian movement in reconstruction projects. There may be instances where the study team doesn't realize an ability to provide bicycle/pedestrian treatments without requesting more variances.

LH: Her team has already been discussing such treatments with FDOT, as well as determining how they can be funded/constructed in conjunction with the North Corridor timeline. This includes reviewing existing (future) FDOT plans for NW 27 Av.

TS: Inquired how the BPAC can facilitate more dialog, since it recognizes that each agency has limits, and requires cooperation from others.

DH: The group should review project concepts to ensure they know what is planned.

CS: Some stations seem to use an over-abundant amount of land for parking. Inquired if parking garages would be more beneficial for both patrons and the environment.

TB: Agrees. His study team has reduced parking in an area where old, live oak trees are growing. This includes creating islands around some of them within the parking lot.

DL: Additionally, residences were saved by moving the parking lot to the live oak property. If parking garages were included in all the locations deemed warranted, an additional \$90 million would be needed. As it is, none of the new stations have garages.

ET: Connectivity is crucial. This is a transportation route.

TB: *There will always be a sidewalk connection where the path ends.*

SK: Besides the value of land offsetting garage construction costs, it should be determined the value of patrons having to walk such long distances to reach stations. When it rains, these parking lots could be detrimental to patronage. Also, garages could be mixed-use, which would be another source of revenue.

TB: (Showing a visual presentation) His study team performed several, 1-week, public planning charrettes over several months. Four stations: 119 St., Ali Baba Av., Miami Gardens Dr. & 199 St. were the focus of future development within ½ mile around the stations. The Planning Dept. has been asked to review the areas to develop urban centers, encouraging transit-oriented development. Currently, NW 27 Av. is auto-dominated, although many bicyclists and pedestrians manage to traverse it. He hopes to balance the corridor's use for all transportation modes, as well as develop a gateway to surrounding communities. The proposed typical section uses the same ROW; yet, *introduces frontage roads, bike lanes, on-street parking, wider sidewalks and landscaping along with the thoroughfare.* Currently, it is only a 6-lane roadway with large medians. Capacity is unchanged; but buffers would provide a pleasant environment. *At crosswalks, textured sidewalks and countdown signals would enhance pedestrian travel.* Most station areas would include two additional traffic signals. *The MDC campus would be reconfigured to become pedestrian friendly near the station, with a transition zone near the avenue.* A main street environment is envisioned. *A multi-use path would be constructed around the campus; this would connect to any trail the NC includes. Plazas and open spaces would be developed as the campus buildings expand.* At Ali Baba station, a mixed-use transit village is proposed. *A (grade separated) "pedestrian rotary" would allow cyclists/pedestrians avoid a typical round-about route by going under the roadway.* It also compacts the land use at this intersection, which could be mixed-use. *There would*

	<p><i>also be bike lanes and other pedestrian amenities, including very wide sidewalks and landscaping. At Miami Gardens Dr., the city is planning their town center, with small blocks, parks & plazas, and connections to the neighborhoods. Currently, a large shopping center is situated with its back to its neighbors. Bicycle/pedestrian amenities are planned at each of the urban centers. At 199 St. (Dolphin Stadium), a metropolitan urban center (similar to Downtown Kendall) is proposed. This would be intense retail/office development, as well as parks and residences. "Festival Streets" would allow motor vehicles, but be closed-off for events. Another school is planned here. These urban centers evolve over 10-20 years. Pedestrian networks/plazas will link to the station; including a bikeway. State/County/local partnerships for planning concepts are critical.</i></p> <p>LH: In discussions with FDOT, MDT has been stressing bicycle/pedestrian concepts.</p> <p>ET: Bicycle/pedestrian access through the station areas is critical. For instance, South Miami station is difficult to traverse. Bike racks need to be in front of security. People may be hesitant to use tunnels. They have to be short and open.</p> <p>TB: <i>The tunnels would be short, and would be open from above to allow more visibility. They serve a function to allow a dense development immediately adjacent to them.</i></p> <p>ML: (Showing a visual presentation) There are 7 stations planned. The southern-most one will be above the roadway, with access on both sides. The guard station would be on the mezzanine level. Another guard would roam the parking lot. <i>Although bike racks are planned away from pedestrian travel, they would be visible from the elevators.</i> Camera surveillance would be used also. The 119 St. station is near the MDC campus. <i>Bike racks would be adjacent to the guard station, in close proximity to the station entrance.</i></p> <p>DH: Inquired if bike parking would include lockers.</p> <p>ML: Locker safety is still being evaluated. Due to budget constraints a parking garage is not included; but, in the future, it will likely be built via joint development.</p> <p>TS: Inquired if bus-to-station crossings will be exposed to weather conditions.</p> <p>ML: Yes, there is no canopy.</p> <p>SB: Inquired how parking lot sizes are determined.</p> <p>ML: An FEIS report determines ridership potential at each station.</p> <p>SB: Concerned that future projections won't fill the need. It is frustrating trying to make transit part of the trip, then there isn't a place to park the car.</p> <p>ML: <i>At Ali Baba station and others, there is a separation between bus passenger drop-off areas and vehicle traffic.</i> At 163 St. station, parking is split between both sides of the road, in order to avoid purchasing residents and saving live oaks. A parking garage would also encroach into residence areas.</p> <p>TS: Thanked the teams for reviewing the project with the BPAC in the early phase; requested more consideration for bicycle/pedestrian mobility; and, welcomed the opportunity to review updates at in a timely manner.</p> <p>DH: Inquired about the project timeline.</p> <p>DL: <i>Final design by February 2007; construction begins in 2009, completing in 2012.</i></p>
PUBLIC WORKS MAINTENANCE PROCEDURES	<p>- JC: While still a work in progress, the County Mgr. has directed the Public Works Director to accept full responsibility for maintenance of all bicycle facilities. Details still have to be sorted out. For instance: when bikeways enter parks; or are within municipalities; or when another entity builds a bikeway; responsibility of repaving, marking, etc.; and how to control bikeways which M-DP&R has built in the past.</p> <p>ET: Has proposed a maintenance crew/person solely concerned with bike paths whom would ride a small sweeper (to access narrow areas).</p> <p>JC: <i>This concept is being considered.</i> In addition, it would include review of existing</p>

	<p>paths and proposals to bring them up to current standards. <i>Those that can be done easily would be done quickly</i>; others would have to go thru the design process. <i>A large proportion of funds would be allocated in the first year</i>, since more work would be necessary. <i>Sweeping each path should be done each week</i>. <i>Vegetation control would be for 9' vertical clearance</i>, which is already being done; either by the owner thru notification, or by M-DPW or M-DP&R crews, when in the area. Damaged surfaces are repaired upon complaint notifications, or if it is reported by crew members.</p> <p>ET: The path sweeper could report damages.</p> <p>JC: <i>Signage installation would be his own responsibility</i>. A route number system has been developed for new paths. Mr. Henderson has provided suggestions for additional information to be included in signage, as to destinations along the routes. <i>Scheduled maintenance would be incorporated</i>. <i>A new Non-Motorized section, with engineers and traffic analysts, in M-DPW would be created to deal with these issues</i>. <i>They would coordinate with other staff</i>. Mr. Tulberg's "Path Keeper" proposal is too much of a separation of responsibilities; these could be done by M-DPW staff.</p> <p>TS: The person sweeping paths shouldn't be responsible for their repairs. Hopes a list of paths, which do not have questionable ownership responsibilities, could be provided, as well as their maintenance schedules.</p> <p>JC: This new process will add or take away from this list. Right now, M-DPW repairs paths adjacent to roadways. <i>New procedures will require new personnel</i>.</p> <p>TS: Inquired about current procedures, if a complaint is logged about a path sweeping.</p> <p>JC: <i>Road&Bridge would be contacted to do so</i>.</p> <p>TS: Inquired how long the new procedures will take to be developed/implemented.</p> <p>JC: Unsure. The County Mgr. wants it done; but, meetings to address all the issues will have to take place with various departments and municipalities. Estimates of path mileage have determined a need for two sweepers. <i>The upcoming budget will have this and other items, such as staffing in it</i>. <i>Sweeps are expected to be handled every week or so</i>.</p> <p>BB: <i>Requested the BPAC be able to review the maintenance proposal at the next meeting</i>. <i>Additionally, maintenance should be a monthly item until the BPAC considers the County activities adequate</i>. He is notifying JC of M-Path repair needs.</p> <p>JC: The M-Path is currently under MDT responsibility. About ½ a year ago, he and DH had submitted a list of needs to repair the bikeway, and conducted field reviews from the Miami River south with MDT staff.</p> <p>BB: Inquired as to progress.</p> <p>JC: Would rather have an MDT representative respond.</p> <p>BB: <i>Requested this issue to be on next month's Agenda as well</i>. He is concerned that new paths won't be built, because no agency wants to take responsibility.</p>
BIKE MAP UPDATE	<p>- DH: (Referring to maps in the Agenda package.) Most bike maps from other places are in the form of large, fold-out maps; except for Tennessee and Orlando route maps.</p> <p>TS: Preferred sectioned route maps. Tennessee was able to put their whole state onto the maps. <i>Miami-Dade could be sectioned off</i>.</p> <p>DH: Orlando has done this.</p> <p>TS: This way, cyclists can better handle the document. Even specific, localized maps could be available, rather than the whole county. The B/P Office could query map requests to find-out what part of the county specific callers are interested in.</p> <p>DH: Miami Beach, Key Biscayne and MIA to Homestead are the common requests. However, due to costs, these three maps would have to be a subset of a larger map. Rather than half the county on one side and half on the other, (similar to the past <i>Miami Bike map</i>), a general scale, whole county (with existing facilities) would be provided</p>

		<p>along with more detailed areas, where deemed practical.</p> <p>TS: <i>The B/P Office should make maps upon demand for detailed, localized requests.</i></p> <p>DH: Area photographs, links to various destinations, etc. could be in the on-line version.</p> <p>ET: Once the entire county is mapped and on-line, individuals could print-out their own sections they are interested in.</p> <p>CS: Preferred maps that show alternatives to major roads. Inquired about distribution.</p> <p>DH: <i>These will be free, distributed at libraries, bike shops, etc.</i> Charging a cost becomes a burden. Also, we wouldn't know if a shop is charging more than they should.</p>
MPO WORKSHOP	-	<p>TS: <i>Requested DH to organize another public workshop.</i> The Bike Miami group has become more pro-active. At their last meeting, about 40 cyclists attended along with State representatives. Some questions/answers lacked knowledge of the processes. He suggested to the meeting hosts (Thunderhead Alliance) that the BPAC could become an ally to help sort out confusion on some issues. <i>This workshop could explain policies/procedures that the County abides by.</i> The Bike Miami group wants him, as BPAC Chairman, to be on their Board of Directors. He is checking with the County Attorney on conflict issues, because they will be raising money and may hire lobbyists.</p>
BIKE SAFETY TOWN HALL MEETING/BIKE MIAMI RECEPTION	-	<p>TS: He did not attend the Town Hall meeting. The Bike Miami Chairman had inquired if there was an active cyclist in a high-ranking position at the School Board.</p> <p>SK: She is aware of a Board Member whom seems a likely candidate.</p> <p>DH: MPO School Board representative Perla Hantman has asked to be part of this.</p> <p>TS: The Mayor had mentioned that the Town Hall meeting is just a beginning; <i>there will be more in other neighborhoods.</i> The BPAC needs to keep momentum going.</p>
BIKE TOWN	-	<p>DH: Bicycling magazine (Rodale Press) is giving away bicycles.</p> <p>TS: At a recent meeting he, DH, a bike shop owner, and a Bike Miami representative were told that Miami has been chosen for this contest. People are asked to write why they should receive a Giant bike from Cycle World. This isn't a high-profile campaign. <i>July 20th is the give-away date, and a BPAC representative will be present.</i></p> <p>DH: <i>Asked members to distribute the announcements to people they deem worthy.</i> They are looking to find people whom bicycling can change their lives for the better; riding more, socializing, losing weight, etc. A Maine man has become a huge advocate for cycling after receiving his.</p> <p>ET: Perhaps the school system could distribute flyers.</p> <p>TS: Rodale Press isn't looking for children.</p>
LIVABLE COMMUNITIES WORKSHOP	-	<p>DH: (Referring to a flyer) <i>The workshop will be held on July 21st at the MDC – Wolfson Campus.</i> It is a follow-up to last year's Downtown Miami workshop.</p>
PUBLIC WORKS UPDATES	-	<p>JC: Rickenbacker Cswy. improvements are underway. The 2nd phase is nearly designed, and money is being secured. <i>The 3rd phase will begin design shortly; hand rails on all bridges will be part of it.</i> The vertical height has to be 4 ½' from the ground. <i>When all is done, bike lane markings will be installed from the toll booth to Sundays restaurant.</i> Phase 2 will start this fiscal year. <i>A ramp will be made to the bikeway at the toll plaza.</i></p> <p>TS: Cyclists will have to learn to decelerate at that point to come back around.</p> <p>JC: Because the Commodore Trail Master Plan isn't using the 32nd Rd. entrance, <i>the City of Miami is planning to restripe S. Miami Av. with bike lanes.</i> There was a proposal for bike lanes on SW 144 St.; the School Board said they don't have funds for this project.</p>
BISCAYNE/ EVERGLADES	-	<p>MH: (Handing-out flyers) <i>There will be a workshop on this project.</i></p> <p>JC: M-DPW will be developing a portion of this along Canal Dr. to US-1. A design</p>

GREENWAY	<p>proposal will be submitted to the City of Homestead. One Commissioner had wanted medians, another bike lanes. The proposal is to do both.: <i>at the eastern terminus, M-DP&R will build a bridge to connect Biscayne National Pk. to the north side of Canal Dr., enhancing the dirt road until SW 137 Av. as a trail; west of that, M-DPW will continue the trail on the southern side of the canal until SW 152 Av.; then, construct bike lanes west to US-1.</i></p> <p>ET: Suggested incorporating the existing path on Mowry Dr. with this project.</p> <p>JC: This had been suggested in the SDGN Master Plan as a spur.</p>
MISCEL- LANEOUS	<p>- ♦ ET: Inquired about the M-Path project to connect with the South Dade Trail.</p> <p>DH: <i>Once MDT has plans, they will present it to the BPAC.</i></p> <p>ET: This project is slated for next year.</p> <p>JC: This will also become the beginning of the Ludlam Trl.</p> <p>♦ JC: The SW 48 St. project (from SW 87/117 Aves.) has been revived. County and State staff met to discuss the funding. <i>Designs will be funded through the County. The project should be underway within the year.</i></p> <p>♦ TS: ET has provided a list of concerns regarding the Black Creek Trl.</p> <p>♦ TS: For the past several months, Mr. Resnik has been a strong advocate for cycling. He has gone away until January, and provided a note for the group. He stresses diligence in continuing the BPAC's mission. He credits the group in supporting projects and suggests members join Bike Miami.</p> <p>♦ BB: Mentioned the Ride of Silence highlighted in the <i>Miami Herald</i>. Hopefully, this event can be held every year to bring attention to the many cyclists whom risk their lives to ride in Miami.</p> <p>TS: The cities of Key Biscayne and Miami are highly commended for their police cooperation along this 12 mile ride.</p> <p>♦ BB: He attended a Surface Transportation Goals Conference. It wasn't until the end of the day when he spoke-up for b/p mobility. Another participant was inclined that cycling was unrealistic, since there are problems with parking and sweat. Commissioner Gimenez is considering a shower/bike rack ordinance for all new developments, which would reduce their automobile parking requirements.</p> <p>TS: Some municipalities already have this.</p> <p>BB: <i>Would like to have this item on the Agenda.</i></p> <p>JC: Showers are being installed downstairs at the new gym. Perhaps the BPAC could persuade them to develop a commuter program.</p> <p>CS: There isn't a safe place to park bikes downstairs.</p> <p>♦ SB: Concerns over waterfront access in Coconut Grove have escalated. Construction is finished, yet gates were installed without City approval. Communication with anyone in authority has become difficult. E-mails were sent-out to the public in order to keep this issue alive, rather than the developer getting a publicly-funded private area. Staff at the marina yell to dismount bikes along this 12' wide facility.</p> <p>DH: <i>Willing to have the waterfront consultant make a presentation at a future meeting.</i></p>

- *The meeting was adjourned at 8:45 p.m.*